

fcom a320

fcom a320 is a widely recognized and highly regarded training program designed for aspiring pilots and aviation enthusiasts aiming to master the Airbus A320 aircraft. As one of the most popular and versatile commercial jets in the world, the Airbus A320 series plays a crucial role in short-to-medium haul airline operations. The FCOM (Flight Crew Operating Manual) for the A320 is an essential resource that provides pilots with comprehensive procedures, systems descriptions, and operational guidelines necessary to operate this sophisticated aircraft safely and efficiently. In this article, we delve into the key aspects of the FCOM A320, its structure, importance, and how it supports pilots during their training and daily operations.

What is the FCOM A320?

Definition and Purpose

The FCOM A320, or Flight Crew Operating Manual for the Airbus A320, is an official manual provided by Airbus that details the operational procedures, systems descriptions, limitations, and checklists essential for pilots. It serves as the primary reference document for flight crews and is used extensively during training, pre-flight planning, and in-flight operations.

Why is the FCOM A320 Important?

- **Standardization:** Ensures uniformity in aircraft operation across different airlines and pilots.
- **Safety:** Provides detailed procedures to handle normal, abnormal, and emergency situations.
- **Efficiency:** Helps pilots execute procedures swiftly and accurately.
- **Compliance:** Ensures operations meet regulatory standards and Airbus design specifications.

Structure of the FCOM A320

The FCOM A320 is organized into several key sections, each focusing on different aspects of aircraft operation:

1. General Information

Provides an overview of the aircraft systems, limitations, and operational philosophies.

2. Normal Procedures

Details routine procedures for normal flight operations, including pre-flight

checks, takeoff, cruise, descent, and landing.

3. Abnormal and Emergency Procedures

Covers procedures for handling system failures, abnormal situations, and emergency scenarios to ensure safety.

4. System Descriptions

Provides detailed descriptions of aircraft systems such as electrical, hydraulic, fuel, avionics, and flight control systems.

5. Performance Data

Includes performance charts and calculations necessary for flight planning and in-flight decision-making.

6. Checklists

Contains all the necessary checklists to be used throughout the flight phases for safety and compliance.

Key Features of the FCOM A320

Comprehensive System Descriptions

The manual offers in-depth information about the Airbus A320's numerous systems, including:

- Fly-by-wire system: Explains the electronic flight control system that enhances handling and safety.
- Hydraulic systems: Details the primary and secondary hydraulic systems powering various aircraft components.
- Electrical systems: Covers power sources, distribution, and backup systems.
- Fuel system: Describes fuel management, cross-feeding, and fuel balancing.
- Environmental control systems: Provides insights into cabin pressurization, air conditioning, and oxygen systems.

Step-by-Step Procedures

The FCOM A320 emphasizes clear, step-by-step instructions for each phase of flight, making it an invaluable resource for pilots to perform tasks correctly and efficiently.

Abnormal and Emergency Handling

Special sections dedicated to abnormal and emergency procedures prepare pilots to manage unforeseen situations effectively, minimizing risk and ensuring passenger safety.

Limitations and Performance Data

A comprehensive set of aircraft limitations and performance data helps pilots plan flights within safe operational bounds, including maximum takeoff weight, V-speeds, and landing distances.

How Pilots Use the FCOM A320

During Training

- Initial Training: The FCOM is used extensively to familiarize new pilots with aircraft systems and procedures.
- Simulator Sessions: Instructors rely on the manual to simulate real-world scenarios.
- Checkrides: Pilots reference the FCOM during proficiency checks.

In Daily Operations

- Pre-flight Planning: Pilots consult the manual for system checks and performance calculations.
- In-flight Management: The FCOM guides pilots through normal operations and handling abnormal situations.
- Post-flight Review: Used for debriefing and understanding any issues encountered.

Benefits of Using the FCOM A320

- Enhanced Safety: Provides comprehensive guidance to prevent errors.
- Operational Confidence: Equips pilots with detailed knowledge, increasing confidence during flights.
- Regulatory Compliance: Ensures adherence to aviation standards.
- Consistency: Promotes uniform procedures and operations across crews and airlines.

Training Programs Incorporating the FCOM A320

Type Rating Courses

Pilots undergoing type rating for the Airbus A320 rely heavily on the FCOM for theoretical knowledge and practical procedures.

Simulator Training

Flight simulators mimic real-world scenarios, and the FCOM serves as the primary reference for creating realistic training scenarios.

Ongoing Professional Development

Experienced pilots regularly review the FCOM to stay updated on procedures, system updates, and safety protocols.

Accessing the FCOM A320

Official Airbus Publications

Airlines and pilots typically obtain the FCOM through official channels, either directly from Airbus or authorized distributors.

Digital Versions

Many operators utilize electronic flight bags (EFBs) to access digital versions of the FCOM, ensuring quick and easy access during operations.

Training Resources

Various aviation training providers incorporate the FCOM into their courses, providing supplementary materials for enhanced learning.

Future Trends and Updates in the FCOM A320

Digital Transformation

The aviation industry is increasingly moving towards digital manuals, enabling real-time updates and interactive content.

Integration with EFBs

Enhanced integration of the FCOM with electronic flight bags improves accessibility and usability.

Continuous Updates

Regular updates to the FCOM reflect aircraft modifications, new procedures, and regulatory changes, ensuring pilots always operate with current information.

Conclusion

The fcom a320 is an indispensable manual for pilots operating the Airbus A320 family. Its comprehensive content, structured organization, and detailed procedures make it a vital resource for ensuring safe, efficient, and

standardized aircraft operations. Whether during initial training, recurrent proficiency checks, or daily flights, the FCOM A320 provides the guidance necessary for pilots to operate one of the most advanced commercial aircraft confidently. As aviation continues to evolve, the FCOM remains a cornerstone of safe flight operations, adapting to technological advancements and industry standards to support pilots worldwide.

Frequently Asked Questions

What is the FCOM A320 and why is it important for pilots?

The FCOM A320, or Flight Crew Operating Manual for the Airbus A320, is a comprehensive manual that provides pilots with procedures, checklists, and operational information essential for safe and efficient aircraft operation.

How does the FCOM A320 assist pilots during abnormal and emergency situations?

The FCOM A320 offers detailed step-by-step procedures for handling abnormal and emergency scenarios, ensuring pilots can respond effectively to maintain safety and aircraft integrity.

Are there digital versions of the FCOM A320 available for pilots and airlines?

Yes, many airlines and pilots use digital versions of the FCOM A320, often integrated into electronic flight bag (EFB) systems for quick access and easy updates.

What are the key updates commonly found in the latest FCOM A320 revisions?

Latest updates typically include new procedures for automation management, system modifications, and safety enhancements following Airbus and regulatory authority recommendations.

How does the FCOM A320 differ from the QRH (Quick Reference Handbook)?

The FCOM A320 provides comprehensive operational procedures and systems information, while the QRH offers quick-reference checklists for specific abnormal or emergency situations.

Can flight crews customize the FCOM A320 procedures for specific airline operations?

While the core procedures are standardized by Airbus, airlines may customize certain operational procedures within the FCOM to align with their policies and operational practices.

What training is recommended for pilots to effectively utilize the FCOM A320?

Pilots should undergo type-specific training, including simulator sessions and classroom instruction, to familiarize themselves thoroughly with the FCOM A320 procedures and systems.

Additional Resources

fcom a320: An In-Depth Exploration of a Pioneering Flight Control Module for the Airbus A320 Family

The aviation industry constantly evolves with technological advancements that enhance safety, efficiency, and pilot experience. Among these innovations, the Flight Control and Operation Module (FCOM) for the Airbus A320 family stands out as a cornerstone of modern aircraft control systems. Specifically, the fcom a320 embodies a sophisticated integration of hardware and software designed to streamline flight operations, improve redundancy, and facilitate maintenance. In this article, we delve into the intricacies of the FCOM A320, exploring its architecture, functionalities, significance in flight safety, and the ongoing innovations shaping its future.

Understanding the FCOM A320: An Overview

The FCOM (Flight Control and Operation Module) is a critical component within the Airbus A320's fly-by-wire (FBW) system architecture. It acts as an interface between pilot inputs, flight control laws, and the aircraft's actuators—ensuring smooth, precise, and safe maneuvering. The "a320" designation specifies that this module is tailored for Airbus's flagship narrow-body aircraft, renowned for its advanced automation and pilot-centric design.

The FCOM A320 is not a standalone device; rather, it functions as part of a complex network of systems, including the Electronic Flight Instrument System (EFIS), the Flight Management System (FMS), and the Central Processing Units (CPUs). This integration ensures real-time data processing, fault management, and seamless pilot interaction.

Architecture and Design Principles of the FCOM A320

Modular and Redundant Design

The FCOM A320 is built with a modular architecture, allowing for easier maintenance, upgrades, and fault isolation. Multiple identical modules are typically installed to ensure redundancy, which is vital for flight safety. In case one module fails, others automatically assume control without disrupting aircraft operation.

Hardware Components

The hardware of the FCOM A320 generally includes:

- Control Units: Embedded microprocessors that execute flight control laws.
- Input/Output Interfaces: Connects with pilot inputs (sidesticks, throttle levers), sensors, and actuators.
- Memory Modules: Stores software, configuration data, and fault logs.
- Communication Buses: Facilitate data exchange with other aircraft systems via ARINC 429 or similar protocols.

Software and Flight Control Laws

At the core of the FCOM's functionality are sophisticated flight control laws—sets of algorithms that interpret pilot commands and sensor data to produce appropriate control surface movements. These laws operate in multiple modes:

- Normal Law: Provides protections against stalls, overspeed, and excessive bank angles.
- Alternate Law: Engages if certain faults occur, reducing protections but maintaining basic control.
- Direct Law: Offers raw control inputs without protections, used in emergency scenarios.

The software embedded in the FCOM ensures these modes transition smoothly and maintain aircraft stability.

Key Functionalities of the FCOM A320

Flight Envelope Protection

One of the standout features is the FCOM's ability to enforce flight envelope protections. These protections prevent pilots from inadvertently exceeding safe operational limits, such as:

- Stall prevention
- Overspeed restrictions
- Bank angle limits

- Load factor control

These safeguards are embedded within the flight control laws, activated automatically depending on system health and flight conditions.

Automated Control and Handling

The FCOM automates many aspects of flight control, reducing pilot workload and enhancing precision. For example:

- Autopilot integration: The FCOM communicates with autopilot systems to execute commands smoothly.
- Autothrust synchronization: Coordinates engine thrust with control laws.
- Stability augmentation: Provides yaw dampers and roll stabilization.

Fault Detection and Management

The FCOM continuously monitors system health, detecting anomalies and initiating fault management protocols. It can:

- Isolate faulty components
- Reconfigure control laws to maintain safe flight
- Alert pilots to critical issues via cockpit indications

Data Logging and Diagnostics

All operational data, faults, and system events are logged within the FCOM, supporting maintenance and troubleshooting. This feature is crucial for maintaining aircraft reliability and streamlining repair procedures.

Significance in Flight Safety and Operations

The FCOM A320 is more than just a control module; it's a safety net that enhances the aircraft's resilience. Its integration within the fly-by-wire architecture provides:

- Enhanced Safety Margins: Automated protections reduce pilot error.
- Operational Efficiency: Precise control laws optimize fuel consumption and reduce wear on control surfaces.
- Ease of Pilot Training: Intuitive control laws and clear indications simplify pilot understanding and response.
- Fault Tolerance: Redundancy and fault management ensure continued safe operation even in adverse conditions.

Furthermore, the FCOM's ability to facilitate seamless transitions between different law modes ensures that pilots retain control authority as system conditions evolve—a vital feature during failures or abnormal situations.

Maintenance and Upgrades: Challenges and Solutions

Maintaining the FCOM A320 involves routine checks, software updates, and hardware replacements. Given its critical role, maintenance procedures are highly standardized and often involve:

- System diagnostics: Using built-in test equipment (BITE) to identify faults.
- Software updates: Ensuring the module operates with the latest control laws and protections.
- Hardware replacement: Swapping out faulty modules while maintaining aircraft certification standards.

The modular design simplifies these tasks, allowing quick swaps and minimizing downtime. Additionally, ongoing innovations include the integration of more advanced diagnostic algorithms, predictive maintenance capabilities, and enhanced cybersecurity measures to protect against emerging threats.

Future Trends and Innovations

The aerospace industry's push towards greater automation and digitalization will inevitably influence the evolution of modules like the FCOM A320. Potential future developments include:

- Enhanced Data Analytics: Utilizing big data to predict system failures before they occur.
- Artificial Intelligence Integration: Incorporating AI algorithms for adaptive control laws, optimizing aircraft performance in real-time.
- Cybersecurity Enhancements: Strengthening defenses against cyber threats targeting flight control systems.
- Extended Redundancy and Self-Healing Capabilities: Developing modules capable of autonomous fault diagnosis and correction.

These advancements promise to make the FCOM even more reliable, intelligent, and integral to next-generation aircraft.

Conclusion

The fcom a320 exemplifies the sophisticated engineering behind modern fly-by-wire aircraft. Its robust architecture, advanced control laws, and fault management capabilities underscore its vital role in ensuring safe, efficient, and reliable flight operations on the Airbus A320 family. As technology continues to evolve, so too will the FCOM, integrating new innovations that will further enhance the safety and performance of one of the world's most popular commercial aircraft. Understanding these systems is crucial for pilots, maintenance crews, and engineers committed to advancing

aviation safety and efficiency in the decades to come.

Fcom A320

fcom a320: Airbus A320 Systems Displays Manual Faraz Sheikh , 2022-03-28 This is a technical 117 pages guide for the Airbus A320 Pilot or Cadet to study an in-depth breakdown of the various systems pages including the Engine Warning Display presented in the flightdeck. The systems displays include: CRUISE, ENGINE, BLEED, CABIN PRESSURE, ELECTRIC, HYDRAULICS, FUEL, APU, AIR CONDITIONING, DOOR/OXYGEN, WHEELS and FLIGHT CONTROLS. We have also added a description of the Slats and Flaps part displayed normally on the EWD, accessible via the Flight Controls chapter. The book comes detailed with high resolution system screen images including images for the various parameters and components which are displayed on the system screens. It is compatible for the A320 CEO and NEO variants. This guide is created for TRAINING PURPOSES ONLY and is NOT to be used for real OPERATIONS.

fcom a320: Airbus A320 Crew Manual Facundo Conforti, 2020-03-11 In this manual, you as a pilot, will learn about main flight concepts and how the A320 works during normal and abnormal operations. This is not a technical manual about systems, it's a manual about flight philosophy. This manual is based on the original Airbus manual called "The Flight Crew Training Manual" which is published as a supplement to the Flight Crew Operating Manual (FCOM) and is designed to provide pilots with practical information on how to operate the Airbus aircraft. It should be read just like a supplement and not for real flight. In this case refer to the original FCOM from Airbus. Let's start to fly the amazing A320 with our collection of books and remember, it's not a technical manual so enjoy it!

fcom a320: Airbus A320. QRH Analysis Facundo Conforti, 2021-07-23 Learning about an aircraft seems to have no end, a thought very close to reality when it comes to complex aircraft. Pilots spend much of their lives, training their flight techniques in a certain aircraft, learning its systems and its operations. The collection of A320 offered by the aeronautical library, is the most complete guide on all the knowledge that a pilot must learn about this wonderful aircraft. This new edition covers all the topics related to the understanding of the QRH (Quick Reference Handbook), its content and its correct way of using it. The QRH of an aircraft, is its quick reference manual, where the pilot can consult about normal and abnormal procedures, use performance tables, know limitations of the aircraft and everything related to the successful operation of the A320. A new contribution to the most complete A320 collection in Spanish on the market.

fcom a320: Airbus A320 Encyclopedia Facundo Conforti, 2022-03-07 In a constantly growing aeronautical industry, the demand for professional pilots is increasing. Year after year thousands of applicants come to the airlines looking for a job, but only a small fraction of them get the job, and of that small fraction, only a very select group are the pilots who manage to develop their professional careers in a company. The other pilots don't get achieve their goals for different reasons, one of them is the lack of knowledge that leads them to face challenges that they cannot overcome. In this guide we will try to provide each reader with the necessary tools to learn all the most relevant aspects of one of the most flying commercial aircraft in the world. A complete guide that covers the knowledge of all the aircraft's systems, the Airbus flight philosophy, and a complete analysis of the operation of the FMS flight system where the reader will learn to operate the flight computer effectively and in various situations that may occur in real life. Finally you will learn all about a normal operation in a complete day as a pilot in command of A320. After learning the contents of this A320 encyclopedia, the pilot will arrive at the new job with a solid knowledge of the aircraft he will fly and this will make his learning process within the airline reach the highest academic and professional level.

fcom a320: Airbus A320. Special Operations Facundo Conforti, The maneuvers of an Airbus A320 are extremely simple during normal operations. They may present minimal complexity during abnormal operations, but the aircraft is extremely easy to fly. On the other hand, there are special operations that require a higher level of attention, and these are not necessarily abnormal operations or emergencies, but rather uncommon operations, such as flights in wind shear, volcanic ash, among others. In this work, you will learn all the details of each of these special operations, which will take your understanding of A320 flight to the next level.

fcom a320: Learning about A320 Facundo Conforti, 2022-11-28 Learning everything about an airplane is the job of each pilot, but how can we get it? Or where we should we start? Learn all about an aircraft takes a long time and a several flight hours of experience, but the right way to start is reading this book. A little introduction to the Airbus history, to the airbus flight philosophy, the main aircraft limitations and its main systems.

fcom a320: Airbus A320 Encyclopedia II Facundo Conforti, 2022-03-11 The second volume of the A320 encyclopedia will take the study of the aircraft to a higher level. After having learned everything about aircraft systems in the Volume 1 encyclopedia, all about the operation of the MCDU system and all about the normal operation of the aircraft, it is time to know the abnormal operation of the aircraft. In this volume 2, the A320 encyclopedia will teach you the abnormal operation of all aircraft systems, their limitations, the operation of the QRH and the management of major emergencies that may occur in flight. Be ready for studying the aircraft as never before in any book, and remember, Knowledge is power! You will be the best A320 pilot!

fcom a320: AIRBUS A320. Normal Operation Facundo Conforti, 2021-07-08 Welcome to one of the most advanced versions of the Aeronautical Library. In this new work of the AIRBUS A320 series we will know the normal operation of the aircraft during a real commercial flight from the city of Malaga, Spain (LEMG), to the city of Valencia, Spain (LEVC). The objective of this manual is that each reader knows everything that happens during a normal flight, from the time the pilots arrive at the airport, prepare the cabin, develop the flight and until they reach their destination. AIRBUS A320 Normal Operation is the ideal complement to the rest of the A320 collection in all its volumes. Each step explained with the most precise detail and graphics of the panels that the pilot will operate in each instance of the flight, added to the cartography that should be used for a flight of these circumstances. And as an added value, all communication structures between the pilot and the controller. A practical and entertaining guide how only the Aeronautical Library can offer. A subject as complex as the operations of A320, it becomes a simple and enjoyable topic to read in this entertaining and didactic manual.

fcom a320: Information Technology Ricardo Reis, 2006-04-11 This book contains a selection of tutorials on hot topics in information technology, which were presented at the IFIP World Computer Congress. WCC2004 took place at the Centre de Congrès Pierre Baudis, in Toulouse, France, from 22 to 27 August 2004. The 11 chapters included in the book were chosen from tutorials proposals submitted to WCC2004. These papers report on several important and state-of-the-art topics on information technology such as: Quality of Service in Information Networks Risk-Driven Development of Security-Critical Systems Using UMLsec Developing Portable Software Formal Reasoning About Systems, Software and Hardware Using Functionals, Predicates and Relations The Problematic of Distributed Systems Supervision Software Rejuvenation - Modeling and Analysis Test and Design-for-Test of Mixed-Signal Integrated Circuits Web Services Applications of Multi-Agent Systems Discrete Event Simulation Human-Centered Automation We hereby would like to thank IFIP and more specifically WCC2004 Tutorials Committee and the authors for their contribution. We also would like to thank the congress organizers who have done a great job. Ricardo Reis Editor QUALITY OF SERVICE IN INFORMATION NETWORKS Augusto Casaca IST/INESC, R. Alves Redol, 1000-029, Lisboa, Portugal. Abstract: This article introduces the problems concerned with the provision of end-- end quality of service in IP networks, which are the basis of information networks, describes the existing solutions for that provision and presents some of the current research items on the subject. Key words: Information networks, IP networks, Integrated Services, Differentiated

Services, Multiprotocol Label Switching, UMTS.

fcom a320: 101 Flight Lessons Airbus A320 Facundo Conforti, The collection 101 Flight Lessons has been created to cover the main theoretical concepts of the most relevant aeronautical subjects at each stage of a pilot, air traffic controller, and cabin crew career. 101 Flight Lessons includes a summary of key aeronautical topics such as meteorology, aerodynamics, flight instruments, maneuvers, airports, and a set of lessons that every pilot, whether in training or already graduated, should always keep in mind. This work is dedicated not only to all aviation personnel in general but also to aviation enthusiasts who enjoy a pleasant read for recreational and educational purposes. This work is dedicated not only to all aviation personnel in general but also to aviation enthusiasts who enjoy a pleasant read for recreational and educational purposes.

fcom a320: South Suburban Airport, Chicago Region, Draft Environmental Assessment (EA) B1(3v); Phase I Engineering Report Summary Draft B2; Letter of Transmittal and Press Release B3; Final Environmental Assessment (EA) , 1998

fcom a320: AIR CRASH INVESTIGATIONS, LOST OVER THE ATLANTIC The Crash of Air France Flight 447 THE FINAL REPORT George Cramoisi, editor, 2012-09-01 On 31 May 2009, the Airbus A330 flight AF 447 took off from Rio de Janeiro Galeo airport bound for Paris Charles de Gaulle. At around 2 h 02, the Captain left the cockpit for a short nap. At around 2 h 08, at flight level 350, the crew made a course change of 12 degrees to the left, to avoid bad weather. At 2h 10min 05, likely following the obstruction of the Pitot probes by ice crystals, the speed indications were incorrect and some automatic systems disconnected. The aeroplane's flight path was not controlled by the two copilots. They were rejoined 1 minute 30 later by the Captain, while the aeroplane was in a stall situation that lasted until the impact with the sea at 2 h 14 min 28 s, killing all 228 persons on board. It took almost two years to recover the wreck of the aircraft from a depth of 4.000 metres. The accident resulted from a succession of events, such as inconsistency between the measured airspeeds, inappropriate control inputs, and the crew's failure to diagnose the stall situation

fcom a320: A320 FCOM Airbus Industrie. Training Flight Operations Support Division, 1989

fcom a320: Cognitive Engineering in the Aviation Domain Nadine B. Sarter, Rene Amalberti, 2000-09-01 Although cognitive engineering has gained widespread acceptance as one of the most promising approaches to addressing and preventing difficulties with human-machine coordination and collaboration, it still meets with considerable skepticism and resistance in some of the industries that could benefit from its insights and recommendations. The challenge

fcom a320: I Think and Write, Therefore You Are Confused Vahid Paez, 2021-08-02 The importance of good documentation can build a strong foundation for any thriving organization. This reference text provides a detailed and practical treatment of technical writing in an easy to understand manner. The text covers important topics including neuro-linguistics programming (NLP), experimental writing against technical writing, writing and unity of effect, five elements of communication process, human information processing, nonverbal communication and types of technical manuals. Aimed at professionals and graduate students working in the fields of ergonomics, aerospace engineering, aviation industry, and human factors, this book: Provides a detailed and practical treatment of technical writing. Discusses several personal anecdotes that serve as real-work examples. Explores communications techniques in a way that considers the psychology of what works Discusses in an easy to understand language, stories, and examples, the correct steps to create technical documents.

fcom a320: Advanced Aircraft Flight Performance Antonio Filippone, 2012-12-17 This unique book deals with the aeroplane at several levels and aims to simulate its flight performance using computer software.

fcom a320: Airbus A320 Manuel de l'équipage Facundo Conforti, Dans ce manuel, vous, en tant que pilote, apprendrez les principaux concepts de vol et le fonctionnement de l'A320 pendant les opérations normales et anormales. Il ne s'agit pas d'un manuel technique sur les systèmes, mais d'un manuel sur la philosophie du vol. Ce manuel est basé sur le manuel original d'Airbus appelé The Flight Crew Training Manual qui est publié en tant que supplément au Flight Crew Operating

Manual (FCOM) et est conçu pour fournir aux pilotes des informations pratiques sur la façon de piloter les avions Airbus. Il doit être lu comme un supplément et non comme un manuel de vol réel. Dans ce cas, il convient de se référer au FCOM original d'Airbus. Commençons à piloter l'incroyable A320 grâce à notre collection de livres et n'oubliez pas qu'il ne s'agit pas d'un manuel technique, alors profitez-en !

fcom a320: Airbus A320 Besatzungs-Handbuch Facundo Conforti, In diesem Handbuch lernen Sie als Pilot die wichtigsten Flugkonzepte kennen und erfahren, wie die A320 im normalen und abnormalen Betrieb funktioniert. Es handelt sich nicht um ein technisches Handbuch über Systeme, sondern um ein Handbuch über die Flugphilosophie. Dieses Handbuch basiert auf dem Original-Airbus-Handbuch The Flight Crew Training Manual, das als Ergänzung zum Flight Crew Operating Manual (FCOM) veröffentlicht wird und Piloten praktische Informationen zur Bedienung des Airbus-Flugzeugs vermitteln soll. Es sollte nur als Ergänzung gelesen werden und nicht für den realen Flug. Beziehen Sie sich in diesem Fall auf das Original-FCOM von Airbus. Fangen wir an, den erstaunlichen A320 mit unserer Sammlung von Büchern zu fliegen, und denken Sie daran, es ist kein technisches Handbuch, also genießen Sie es!

fcom a320: *AIR CRASH INVESTIGATIONS CAPTAIN IN PANIC The Crash of Armavia Flight 967* Hans Griffioen, editor, 2012-09-01 On 2 May 2006 Armavia Flight RNV 967, an Airbus A320, was on its way from Zvartnots (Yerevan, Armenia) to Adler (Sochi, Russia). There were 113 occupants on board: 105 passengers (including 5 children and 1 baby), 2 pilots, 1 aircraft engineer and 5 flight attendants. Upon approaching Sochi there was confusion in regard to the weather for the scheduled landing. Finally the captain decided to return to Zvartnots, a short while later he reconsidered his decision and started the approach to Sochi after all. Just before final landing air traffic control told the captain to abort the landing. At 22:13 the aircraft struck the water, it broke up on impact, killing all aboard. The investigation concluded that the crash of Armavia Flight 967 was a Controlled Flight Into Terrain (CFIT), specifically water, while conducting a climbing manoeuvre, after an aborted approach, along with inadequate control inputs from the Captain to Sochi airport at night with weather conditions below landing minimums for runway 06.

fcom a320: **Airbus A320. Operaciones Especiales** Facundo Conforti, Las maniobras de un Airbus A320 son extremadamente simples durante una operación normal. Quizás presentan alguna complejidad mínima durante las operaciones anormales, pero la aeronave resulta extremadamente simple de volar. Por otra parte, existen operaciones especiales que requieren de un grado de atención superior, y no necesariamente deben ser operaciones anormales o emergencias, sino operaciones poco habituales como vuelos en Windshear, sobre cenizas volcánicas, entre otras. En esta obra aprenderás todos los detalles de cada una de estas operaciones especiales que te llevarán a comprender el vuelo de un A320 a otro nivel.

Related to fcom a320

Please explain differences between AFM and FCOM manuals? FCOM, source: The FCOM is a substitute to the AFM, for how to conduct day to day operations, and is usually designed by the operator (based on the AFM and other

What does the ATR72-600 MFD System display look like? The third one is a black/white graphic that is made for printing (in the FCOM). I think it should be showing the real MFD quite close to reality because pilots must see it as in real life. But this

airline operations - What is the structure of the crew FCOM: This document has everything the flight crew might need to know about the aircraft during flight. It must be available on board and pilots refer to it for anything they don't

A320 When to arm approach on RNAV or LNAV - Aviation Stack I added FCOM citation. Airbus terminology difference between FDP and FAF..? So, what you are saying is that as long as lateral Nav is established, then APPR pb is selected

angle of attack - Aviation Stack Exchange The A320 FCOM chapter 27 flight controls, normal law, protections, shows a diagram how the sidestick input is used when protections are active. When

high angle of attack

Where do I get the latest 737NG FCOM? - Aviation Stack Exchange So, I went online to search for the 737 FCOM, but I can only get the FCOM from 2005. Is there a 2019 version? An updated version?

Why are spoiler panels 5 and 10 locked in high speed flight on the 737 MAX? - Aviation Stack Exchange 6 From the Boeing 777 FCOM: Spoiler panels are used as speedbrakes to increase drag and reduce lift, both in flight and on the ground. The spoilers also supplement

Why nitrogen generation system is only present in centre tank only? - Aviation Stack Exchange I was going through FCOM of A320 and it mentioned that nitrogen generation system is only there for centre tank and not for wing tanks what is the reason for the same?

Where can I get AMM for Boeing 737NG? - Aviation Stack Exchange Documents like the FCOM and the AMM are copyrighted and proprietary documents and aren't meant to be freely available. Sometimes you'll find one on the internet

How high can oil pressure go on a 737 MAX? - Aviation Stack Exchange 1 I'm attempting to simulate the EICAS page on the 737 MAX MFD, and I'm researching some limits for the engine based on the FCOM. I've been able to find information

Please explain differences between AFM and FCOM manuals? - Aviation Stack Exchange FCOM, source: The FCOM is a substitute to the AFM, for how to conduct day to day operations, and is usually designed by the operator (based on the AFM and other

What does the ATR72-600 MFD System display look like? - Aviation Stack Exchange The third one is a black/white graphic that is made for printing (in the FCOM). I think it should be showing the real MFD quite close to reality because pilots must see it as in real life. But this

airline operations - What is the structure of the crew documentation - Aviation Stack Exchange FCOM: This document has everything the flight crew might need to know about the aircraft during flight. It must be available on board and pilots refer to it for anything they don't

A320 When to arm approach on RNAV or LNAV - Aviation Stack Exchange I added FCOM citation. Airbus terminology difference between FDP and FAF..? So, what you are saying is that as long as lateral Nav is established, then APPR pb is selected

angle of attack - Aviation Stack Exchange The A320 FCOM chapter 27 flight controls, normal law, protections, shows a diagram how the sidestick input is used when protections are active. When high angle of

Where do I get the latest 737NG FCOM? - Aviation Stack Exchange So, I went online to search for the 737 FCOM, but I can only get the FCOM from 2005. Is there a 2019 version? An updated version?

Why are spoiler panels 5 and 10 locked in high speed flight on the 737 MAX? - Aviation Stack Exchange 6 From the Boeing 777 FCOM: Spoiler panels are used as speedbrakes to increase drag and reduce lift, both in flight and on the ground. The spoilers also supplement

Why nitrogen generation system is only present in centre tank only? - Aviation Stack Exchange I was going through FCOM of A320 and it mentioned that nitrogen generation system is only there for centre tank and not for wing tanks what is the reason for the same?

Where can I get AMM for Boeing 737NG? - Aviation Stack Exchange Documents like the FCOM and the AMM are copyrighted and proprietary documents and aren't meant to be freely available. Sometimes you'll find one on the internet

How high can oil pressure go on a 737 MAX? - Aviation Stack Exchange 1 I'm attempting to simulate the EICAS page on the 737 MAX MFD, and I'm researching some limits for the engine based on the FCOM. I've been able to find information

Please explain differences between AFM and FCOM manuals? - Aviation Stack Exchange FCOM, source: The FCOM is a substitute to the AFM, for how to conduct day to day operations, and is usually designed by the operator (based on the AFM and other

What does the ATR72-600 MFD System display look like? - Aviation Stack Exchange The third one is a black/white graphic that is made for printing (in the FCOM). I think it should be showing the real MFD quite

close to reality because pilots must see it as in real life. But this

airline operations - What is the structure of the crew FCOM: This document has everything the flight crew might need to know about the aircraft during flight. It must be available on board and pilots refer to it for anything they don't

A320 When to arm approach on RNAV or LNAV - Aviation Stack I added FCOM citation.

Airbus terminology difference between FDP and FAF..? So, what you are saying is that as long as lateral Nav is established, then APPR pb is selected

angle of attack - Aviation Stack Exchange The A320 FCOM chapter 27 flight controls, normal law, protections, shows a diagram how the sidestick input is used when protections are active. When high angle of attack

Where do I get the latest 737NG FCOM? - Aviation Stack Exchange So, I went online to search for the 737 FCOM, but I can only get the FCOM from 2005. Is there a 2019 version? An updated version?

Why are spoiler panels 5 and 10 locked in high speed flight on the 6 From the Boeing 777 FCOM: Spoiler panels are used as speedbrakes to increase drag and reduce lift, both in flight and on the ground. The spoilers also supplement

Why nitrogen generation system is only present in centre tank only? I was going through FCOM of A320 and it mentioned that nitrogen generation system is only there for centre tank and not for wing tanks what is the reason for the same?

Where can I get AMM for Boeing 737NG? - Aviation Stack Exchange Documents like the FCOM and the AMM are copyrighted and proprietary documents and aren't meant to be freely available. Sometimes you'll find one on the internet

How high can oil pressure go on a 737 MAX? - Aviation Stack 1 I'm attempting to simulate the EICAS page on the 737 MAX MFD, and I'm researching some limits for the engine based on the FCOM. I've been able to find information

Please explain differences between AFM and FCOM manuals? FCOM, source: The FCOM is a substitute to the AFM, for how to conduct day to day operations, and is usually designed by the operator (based on the AFM and other

What does the ATR72-600 MFD System display look like? The third one is a black/white graphic that is made for printing (in the FCOM). I think it should be showing the real MFD quite close to reality because pilots must see it as in real life. But this

airline operations - What is the structure of the crew FCOM: This document has everything the flight crew might need to know about the aircraft during flight. It must be available on board and pilots refer to it for anything they don't

A320 When to arm approach on RNAV or LNAV - Aviation Stack I added FCOM citation.

Airbus terminology difference between FDP and FAF..? So, what you are saying is that as long as lateral Nav is established, then APPR pb is selected

angle of attack - Aviation Stack Exchange The A320 FCOM chapter 27 flight controls, normal law, protections, shows a diagram how the sidestick input is used when protections are active. When high angle of attack

Where do I get the latest 737NG FCOM? - Aviation Stack Exchange So, I went online to search for the 737 FCOM, but I can only get the FCOM from 2005. Is there a 2019 version? An updated version?

Why are spoiler panels 5 and 10 locked in high speed flight on the 6 From the Boeing 777 FCOM: Spoiler panels are used as speedbrakes to increase drag and reduce lift, both in flight and on the ground. The spoilers also supplement

Why nitrogen generation system is only present in centre tank only? I was going through FCOM of A320 and it mentioned that nitrogen generation system is only there for centre tank and not for wing tanks what is the reason for the same?

Where can I get AMM for Boeing 737NG? - Aviation Stack Exchange Documents like the FCOM and the AMM are copyrighted and proprietary documents and aren't meant to be freely

available. Sometimes you'll find one on the internet

How high can oil pressure go on a 737 MAX? - Aviation Stack 1 I'm attempting to simulate the EICAS page on the 737 MAX MFD, and I'm researching some limits for the engine based on the FCOM. I've been able to find information

Please explain differences between AFM and FCOM manuals? FCOM, source: The FCOM is a substitute to the AFM, for how to conduct day to day operations, and is usually designed by the operator (based on the AFM and other

What does the ATR72-600 MFD System display look like? The third one is a black/white graphic that is made for printing (in the FCOM). I think it should be showing the real MFD quite close to reality because pilots must see it as in real life. But this

airline operations - What is the structure of the crew FCOM: This document has everything the flight crew might need to know about the aircraft during flight. It must be available on board and pilots refer to it for anything they don't

A320 When to arm approach on RNAV or LNAV - Aviation Stack I added FCOM citation. Airbus terminology difference between FDP and FAF..? So, what you are saying is that as long as lateral Nav is established, then APPR pb is selected

angle of attack - Aviation Stack Exchange The A320 FCOM chapter 27 flight controls, normal law, protections, shows a diagram how the sidestick input is used when protections are active. When high angle of attack

Where do I get the latest 737NG FCOM? - Aviation Stack Exchange So, I went online to search for the 737 FCOM, but I can only get the FCOM from 2005. Is there a 2019 version? An updated version?

Why are spoiler panels 5 and 10 locked in high speed flight on the 6 From the Boeing 777 FCOM: Spoiler panels are used as speedbrakes to increase drag and reduce lift, both in flight and on the ground. The spoilers also supplement

Why nitrogen generation system is only present in centre tank only? I was going through FCOM of A320 and it mentioned that nitrogen generation system is only there for centre tank and not for wing tanks what is the reason for the same?

Where can I get AMM for Boeing 737NG? - Aviation Stack Exchange Documents like the FCOM and the AMM are copyrighted and proprietary documents and aren't meant to be freely available. Sometimes you'll find one on the internet

How high can oil pressure go on a 737 MAX? - Aviation Stack 1 I'm attempting to simulate the EICAS page on the 737 MAX MFD, and I'm researching some limits for the engine based on the FCOM. I've been able to find information

Related Articles

- [preguntas curiosas](#)
- [pals written exam answers](#)
- [vital signs record sheet pdf](#)

[Back to Home](#)